

EDGE Product Comparison Guide

2017 GSX-S1000 & GSX-S1000 ABS



GSX-S1000

GSX-S1000 ABS

GSX-S1000 non-ABS model shown

SUZUKI



The 2017 GSX-S1000 EDGE

The GSX-S1000 Sports Roadster is in the same family tree as the GSX-R750 born in 1985 and is still dominant today. The GSX-S models carry the spirit of Suzuki GSX-R to the street.

The GSX-S1000 is powered by a 999cc inline four-cylinder powerplant that's based on the long-stroke 2005 GSX-R1000 engine, which makes for ideal street-riding power and torque curve. Focused on making big power through the low and mid-range, this engine uses camshafts optimized to deliver street-dominating power. To manage this powerful engine, the GSX-S1000 is equipped with Suzuki's Advanced Traction Control System*, Brembo brakes, and a chassis designed for street riding comfort and control.

At \$9999, the GSX-S1000 is priced \$1761 less than the technically antiquated Honda CB1000R and \$2000 less than the older design Kawasaki Z1000. Even the fresher designed Yamaha FZ10 is \$3000 more, and the Triumph Speed Triple S is \$3201 more and the BMW S1000R is \$3496 more than the GSX-S1000.

The GSX-S1000 ABS is a special version of the exceptional GSX-S1000 with an efficient and compact Antilock Brake System*.

Pricing

GSX-S1000L7	MSRP \$ 9,999
GSX-S1000AL7 ABS	MSRP \$ 10,499

Colors

GSX-S1000L7	Sparkle Black & Pearl Mira Red
GSX-S1000AL7	Matte Fibron Gray

GSX-S1000

Street-fighter styling with a upright, yet sporty riding position lets the rider attack corners all day with ease.

Four mode traction control and optional ABS lets the rider control the motorcycle with confidence.

Fully adjustable KYB suspension and strong BREMBO Monobloc front brakes complement the aluminum twin-spar

Fuel-injected 999cc liquid-cooled, DOHC 16-valve four-cylinder engine delivers strong power through entire RPM range.

Easy Start System and multi-function LCD instrument panel adds class and ease of use to a great Sportbike.

* The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.

* Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with



TOP 10 FEATURES



The GSX-S1000's street-tuned power plant was inspired by the legendary 2005 GSX-R1000 engine. This new engine delivers smooth throttle response and immediate, controlled acceleration, so the rider experiences adrenaline-rushing performance. Fitted with state-of-the-art Traction Control, Suzuki Dual Throttle Valve (SDTV) fuel injection and a SET-equipped 4-2-1 exhaust, the GSX-S1000 is an ideal choice for any type of riding.



Suzuki's advanced Three-mode Traction Control System lets the rider control engine performance for more confidence in varied conditions. In any mode the engine's output feels smooth and natural, never detracting from riding pleasure. Using a handlebar switch, the system can be easily set to any mode or turned off for uninterrupted rider control.



Suzuki Dual Throttle Valve (SDTV) equipped electronic fuel injection maintains optimum air velocity in the intake tracts for smooth low-to-mid rpm throttle response. This class-leading performance technology was developed through Suzuki's championship-winning racing teams, and provides the GSX-S1000 with better performance, reliability and fuel efficiency.



A precise and smooth-shifting, close-ratio 6-speed transmission with cable operated multi-plate clutch provides the GSX-S1000 seamless power delivery at any road speed. The transmission's vertically staggered shafts in the crankcase aid in keeping the engine compact, thus aiding handling as well.



Lightweight and compact curved radiator is used to maintain the proper engine temperature so the GSX-S1000 operates efficiently. The liquid-cooled oil cooler is light and compact resulting in a cleaner appearance by creating more room for the exhaust system.



The GSX-S1000 features top-of-the-line radial-mount BREMBO monobloc brake calipers. The calipers each have four opposed 32mm pistons acting on a pair of 310mm floating-mount rotors for strong stopping power. On the GSX-S1000 ABS the standard antilock braking system helps the rider stay in directional control even during hard braking.



The comprehensive instrument cluster is centered on an illumination level-adjustable LCD. Readouts include speed, RPM, odometer, trip-meters, gear position, coolant and ambient temperatures, fuel use, traction control, and a clock. LED indicators for the turn signals, high beam, EFI, traction control, coolant temperature, and oil pressure (plus ABS if equipped).



New 43mm KYB inverted front forks and link-style single shock absorber give a ride that is sporty yet plush. The forks have adjustable rebound and compression damping plus spring preload while the shock has a cam-style spring preload adjuster and adjustable compression damping for complete suspension tuning.



A reasonable riding position is created by a carefully crafted relationship between the Renthal Fatbar handlebars, seat and footpegs. This optimized riding position, with a low 31.9 inch seat height and relaxed ergonomics, produces exceptional comfort with a high level of control.



The GSX-S1000's aggressive styling and shape evokes a stalking predatory animal. And the combination of resin body panels and smooth painted parts further emphasizes the bike's assertive, sporty personality (*styling concept art shown*).

MODEL:	2017 Suzuki GSX-S1000	SUZUKI EDGE	2016 BMW S1000R	2016 Honda CB1000R	2016 Kawasaki Z1000 ABS	2016 Triumph Speed Triple S	2017 Yamaha FZ10
MSRP:	\$ 9,999 \$ 10,499 (ABS)	From the DNA of a super sport legend comes Suzuki's pure sport roadster. The GSX-S1000 is a motorcycle built for real-world excitement. It inherits the engine architecture of the renowned 2005 GSX-R1000 for power without concessions. Blended in are refined chassis components from current GSX-R models and a suite of electronic rider aids that creates a thrilling machine that puts comfortable control of any type of street-sport journey in your hands.	\$13,495	\$11,760	\$11,999	\$13,200	\$12,999
		At \$9999, the GSX-S1000 is priced \$1761 less than the technically antiquated Honda CB1000R and \$2000 less than the older design Kawasaki Z1000. Even the fresher designed Yamaha FZ10 is \$3000 more, and the Triumph Speed Triple S is \$3201 more and the BMW S1000R is \$3496 more than the GSX-S1000.					
ENGINE							
Engine:	999cc, 4-stroke, 4-cylinder, liquid-cooled, DOHC 16-valves	The GSX-S1000's engine, based upon the long-stroke 2005 GSX-R1000 engine architecture, features newly engineered components so it will deliver smooth throttle response and immediate, controlled acceleration. These advances begin with a new piston design and bores plated with Suzuki's race-proven nickel-phosphorus-silicon-carbide (SCEM) coating, which reduces friction, enhances heat transfer, durability, and horsepower boosting ring seal. Completely new camshaft profiles help achieve ideal roadster power characteristics, while iridium spark plugs ensure strong sparks for efficient combustion. The 4-2-1 exhaust system carries a Suzuki Exhaust Tuning (SET) valve to further maximize torque and improve throttle response.	999cc liquid-cooled, 4-cylinder, 4-stroke, DOHC 16-valves	999cc liquid-cooled, 4-cylinder, 4-stroke, DOHC 16-valves	1,043cc liquid-cooled, 4-cylinder, 4-stroke, DOHC 16-valves	1050cc, 4-stroke, 3-cylinder, liquid-cooled, DOHC 12-valves	998cc liquid-cooled, 4-cylinder, 4-stroke, DOHC 16-valves
Bore Stroke:	73.4 x 59.0mm	By using the bore & stroke ratio from the legendary 2005 GSX-R1000, the GSX-S1000 engine has an excellent balance of peak performance and bottom-end torque. Helped by the longest stroke in the class for any four-cylinder engine, this type of power delivery is ideal for a sport roadster and produces acceleration that will surprise super sport motorcycle riders.	80.0 x 49.7 mm	75.0 x 56.5 mm	77.0 x 56.0 mm	79.0 x 71.4 mm	79.0 x 50.9 mm
Compression Ratio:	12.2:1	The GSX-S1000's long stroke design allows the combustion chamber to be compact. This, in turn, allows the cylinder head and new-design piston create an optimal 12.2:1 compression ratio, higher than the other motorcycles in the class. This enables the engine to produce smooth torque, exciting power, and fuel efficiency even compared to other manufacturers' engine with larger bore diameters.	12.0:1	11.2:1	11.8:1	12.25 : 1	12.0 : 1

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Fuel System:	Suzuki Electronic Fuel Injection, four 44mm throttle bodies with SDTV (plus Easy Start and Idle Speed Control)	The GSX-S1000 boasts the class-leading Suzuki Dual Throttle Valve (SDTV) fuel injection system. This exclusive feature generates smooth throttle response and improves fuel efficiency. The new Easy Start System controls starting with a simple, momentary press of the start button. No need to hold down the button, or pull in the clutch lever in neutral, as the ECM controls starter motor operation. Once running, the fully automatic Idle Stability Control (ISC) system maintains perfect idle speed regardless of the operating condition.	EFI	EFI	EFI	EFI	EFI
Rider Aids:	Suzuki Advanced Three-Mode Traction Control	<p>Because of Suzuki's advanced traction control system the GSX-S1000 becomes the most advanced sport roadster available. None of its competitors have such a system. This system checks the front and rear wheel speeds, and various engine sensors 250 times a second. It quickly reduces engine output by effecting control over the ignition timing and throttle openings whenever it detects wheelspin. The system's control over engine output feels so smooth and natural, it does not detract from riding enjoyment.</p> <p>The rider can select any of three modes or turn it off. Easily controlled via a handlebar mounted rocker switch.</p> <p>Mode 1 is for high performance as it has the lowest sensitivity level, allowing a certain amount of rear wheel spin. It is suitable for aggressive riding by skilled riders when the road conditions are very good.</p> <p>Mode 2 is for ordinary riding as it has a moderate sensitivity level, activating earlier than Mode 1. This setting is well suited for most riders when the road conditions are fair.</p> <p>Mode 3 has the highest sensitivity level, activating sooner than any other mode, for when road conditions are poor (debris or water are present).</p>	Traction Control & Active Suspension	None	None	None	Traction Control
Final Drive:	Chain (RK sealed 525 O-ring)	The GSX-S1000's high-quality RK chain has lubricants sealed inside the plates and rollers via O-rings for long life and quiet operation. The 525 size specification chain can easily handle the high level of performance from the GSX-S1000's torque-rich engine but is lightweight in comparison to the heavy chains used on many of its competitors.	Chain	Chain	Chain	Chain	Chain

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Transmission:	6-speed constant mesh	A 6-speed constant mesh transmission features ideal gear ratios for versatile performance on a wide variety of road conditions. The vertically stacked-shaft transmission is tailored for active sporty rides with tighter 1st through 5th gear ratios, while keeping highway cruises comfortable with a tall top gear. A precision shift mechanism and low-effort rack and pinion clutch release keeps gear selection quick and nimble for sporty riding.	6-speed	6-speed	6-speed	6-speed	6-speed
CHASSIS							
Front Brakes:	Twin 310mm discs, four-piston BREMBO calipers (Antilock brakes standard on GSX-S1000 ABS)	The epitome of braking performance in the class, the GSX-S1000's lightweight multi-spoke cast aluminum front wheel is fitted with two, large 310mm floating brake rotors gripped by BREMBO monobloc hydraulic, quad-piston calipers that deliver superb braking performance. The GSX-S1000 ABS supplements stopping performance with antilock security through its proven BOSCH ABS system.	Dual 320mm discs, 4-piston calipers (ABS standard)	Dual 310mm discs, 4-piston calipers	Dual 310mm discs, 4-piston calipers (ABS standard)	Dual 320mm discs, 4-piston calipers (ABS standard)	Dual 320mm discs, 4-piston calipers (ABS standard)
Rear Brakes:	Single 220mm disc, single-piston NISSIN caliper (Antilock brakes standard on GSX-S1000 ABS)	Mounted to a lightweight cast aluminum rear wheel, the GSX-S1000's 220mm rear rotor and strong NISSIN brake caliper provide controllable, consistent stopping power for reliable stopping performance. The antilock brake system on the GSX-S1000 ABS stands at the ready to adjust stopping power if the available traction is low.	Single 220mm disc (ABS standard)	Single 256mm disc	Single 250mm disc, single-piston caliper (ABS standard)	Single 255mm disc, twin piston caliper (ABS standard)	Single 220mm disc (ABS standard)
Braking Aid:	AntiLock Brakes (on GSX-S1000 ABS)	The GSX-S1000 ABS is equipped with Suzuki's cutting-edge antilock braking system that helps the rider stay in control even during hard braking. ABS monitors the wheel speeds 50 times per wheel rotation and matches stopping power to the available traction.	AntiLock Brake System (ABS)	None	AntiLock Brake System (ABS)	AntiLock Brake System (ABS)	AntiLock Brake System (ABS)
Curb Weight:	456 lbs. (207 kg) 459 lbs. CA Model 461 lbs. ABS Model 463 lbs. CA ABS Model	The GSX-S1000's class-leading light weight lets it easily maneuver over rough road conditions, yet have extraordinary straight line performance. The GSX-S1000's aluminum twin-spar frame and arched aluminum swing arm contribute to this smooth handling performance and are well-poised for high-speed operation. The GSX-S1000 and the GSX-S1000 ABS not only lead their category with low weight, but have lower mass than smaller displacement motorcycles from other competitors.	456 lbs.	485 lbs.	487.3 lbs.	460.0 lbs. (423.0 lbs. claimed dry weight)	463 lbs.
Fuel Tank:	4.5 US gal. (17.0 L)	A generous 4.5 gallon fuel tank, along with the GSX-S1000's efficient Suzuki fuel-injected engine, provides abundant fuel for extended commuting, touring or sport riding. Sculpted knee panels on the tank flow match the overall styling while shielding painted surfaces from damage.	4.6 US gal.	4.5 US gal.	4.5 US gal.	4.1 US gal.	4.5 US gal.

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Wheelbase:	57.5 in. (1460mm)	A proper 57.5-inch wheelbase gives the GSX-S1000 incomparable stability, especially over difficult road conditions while remaining short enough for spirited handling. Careful positioning of the swingarm pivot location, made possible by the compact engine, contributes to the motorcycle's fine handling manners.	56.7 in.	56.9 in.	56.5 in.	56.5 in.	55.1 in.
Overall Length:	83.3 in. (2115mm)	The GSX-S1000 has a longer overall length than its competitors. This contributes to an extended cockpit for more rider room and a protective rear fender that helps keep road grime off the chassis, rider and passenger.	81.2 in.	71.2 in.	80.5 in.	82.6 in.	82.5 in.
Overall Width:	31.3 in. (795mm)	Due to its compact, long-stroke four cylinder engine, the GSX-S1000 is trim and maneuverable with a 31.3-inch overall width that is the balanced standard for the class. The engine and body work is actually thinner than the specification indicates as the wide Fatbar handlebar provides excellent leverage for maneuvering through traffic.	33.1 in.	32.7 in.	31.1 in.	31.3 in.	31.5 in.
Seat Height:	31.9 in. (810mm)	The GSX-S1000's class-low, 31.9-inch seat height is ideal when combined with placement in the chassis. This low seat and it's carefully crafted shape were designed to make it easier for a wide array of riders to comfortably put both feet on the ground when stopping and for maximum rider confidence.	32.0 in.	32.1 in.	32.1 in.	32.5 in.	32.5 in.
Front Suspension:	43mm inverted telescopic, coil spring, oil damped, adjustable spring preload, compression & rebound damping; 4.7 in (120mm) travel	Strong KYB inverted forks with easy access spring preload and damping force adjusters add stability and performance to the front of the GSX-S1000. Firmly clamping these forks are wide, aluminum triple clamps that also mount the stout Renthal Fatbar-style handlebars that are vital elements contributing to the bike's great handling and comfort. The sculpted front fender not only adds a splash of color and style, but provides element protection to the fork.	46mm inverted telescopic fork, 4.7 in. travel	43mm telescopic fork, 4.3 in. travel	41mm inverted telescopic fork, 4.7 in. travel	43mm inverted telescopic forks, 4.7 in. travel	43mm inverted telescopic fork, 4.7 in. travel
Rear Suspension:	Link type, coil spring, oil damped, adjustable 7-step spring preload & rebound damping; 5.1 in (130mm) travel	A strong, arched GSX-R aluminum swingarm and link-type rear KYB shock with spring preload and damping force adjustment provides the GSX-S1000 with better stability and consistent performance on a variety of road conditions, compared to the competition. The linkage increases the spring rate and damping resistance as wheel travel increases, matching suspension response to the size of road imperfections. The cam-style preload adjuster rotates easily to adjust for a passenger or cargo, and is positioned for easy access as compared to the near-horizontal shock orientation on the Z1000.	Link style single shock, 4.7 in. travel	Link style single shock, 5.0 in. travel	Horizontal, link-style single shock, 4.8 in. travel	Link style single shock, 5.1 in. travel	Link style single shock, 4.7 in. travel

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Front Tire:	120/70-ZR17	Fitted to a wide, low-weight three-spoke hollow cast wheel, the premium Dunlop front tire on the GSX-S1000 matches or exceeds the other higher-priced motorcycles in the standard-performance class. The tire's belting is designed to maximize the stopping power from the large, twin front brake rotors.	120/70-17	120/70-17	120/70-17	120/70-17	120/70-17
Rear Tire:	190/50-ZR17	Larger than the tire fitted to the Honda CB1000R, the GSX-S1000's high-quality 190 mm wide radial rear tire delivers superb grip and long thread life. Mounted to a wide, three-spoke cast wheel, the tire's trim profile handles turn-in with low effort as compared to the competition.	190/55-17	180/55-17	190/50-17	190/55-17	190/55-17
Colors:	Red/Black or Gray (ABS model)	Riders have the choice of a glossy black/red paint scheme or a flat, grey look that's more than a subtle testament to the GSX-S1000's performance.	Black, Red or White	Black/Red	Gray/Green	Red or Black	Black/Black or Gray/Yellow
Warranty	12 Month Unlimited Mileage Limited Warranty	The GSX-S1000 is delivered with a 12 month unlimited mileage limited warranty with extended protection plans available from Suzuki Extended Protection (SEP). These plans add years of protection, and can be transferred to the next owner and help maintain resale value.	36 months or 36,000 miles limited warranty	12 month limited warranty	12 month limited warranty	24 month limited warranty	12 month limited warranty